

CLAIM AMENDMENT SHEET

What is claimed is:

1. (Currently Amended) A cargo adapted personal aircraft, comprising:
a two-surface canard having two and only two significant horizontal lifting surfaces, with a smaller lifting surface in front of a larger lifting surface;
a large opening, ~~at least 4 feet high and 3 feet wide~~, at the rear of the fuselage through which large objects, including at least one of a motorcycle, a patient on a gurney and a man in a wheelchair can be loaded, the opening having a closure for flight, the personal aircraft having a gross weight limit of up to 5000 pounds and a hp limit of up to 500 hp.
2. (Previously Presented) The aircraft of claim 1 including yaw control surfaces on the larger lifting surface.
3. (Original) The aircraft of claim 1 having no empennage.
4. (Original) The aircraft of claim 2 having no empennage.
5. (Original) The aircraft of claims 1, 2, 3 or 4 wherein the aircraft is a light personal aircraft.
6. (Previously Presented) The aircraft of claims 1, 2, 3 or 4 wherein the large opening is at least 5 feet high by 4 feet wide.
7. (Original) The aircraft of claims 1, 2, 3 or 4 that includes one tractor engine.
8. (Previously Presented) The aircraft of claims 1, 2, 3 or 4 that includes two engines located on the larger lifting surface.
9. (Original) The aircraft of claims 1 or 2 without a boom-supported empennage.
10. (Previously Presented) The aircraft of claims 1 or 2 including a pitch control surface on the smaller horizontal lifting surfaces.
11. (Currently Amended) A cargo-adapted personal aircraft, comprising:
a two-surface canard having two significant horizontal lifting surfaces with a smaller lifting surface in front of a larger lifting surface;
a large opening at the rear of the fuselage, ~~at least 4 feet high and 3 feet wide~~, through which objects, including at least one of a motorcycle, a patient on a gurney and a man in a wheelchair, can be loaded, the personal aircraft having a gross weight limit of up to 5000 pounds and a hp limit of up to 500 hp; and
having no empennage.
12. (Previously Presented) The aircraft of claim 11 including power sources and yaw control surfaces, all said power sources and yaw control surfaces being attached to the aircraft at a location at least as far forward as the larger lifting surface.